

Compliance with these Rules and Regulations are intended as a guide for the Derby and are in NO WAY A GUARANTEE AGAINST INJURY OR DEATH before, during and after the event. Drivers and crews are responsible for their own life and health insurance.

1. Derby drivers and crew are independent contractors, not employees of the Association or promoter and must have signed the release sheet to be allowed in the pit area or on the track. Drivers ages 16 and 17 must have legal guardian signature.
2. Unsportsmanlike conduct, rules violations, under the influence of alcohol or drugs, or the use of such, are prohibited prior to or during the event. Any of the above will not be tolerated and can cause forfeiture of winnings or grounds for disqualification or barring from future derbies.
3. Drivers must be 16 years of age and have a valid driver's license. Drivers must drive the car they sign in on.
4. No car will be allowed in the competition area prior to the heat in which it is to participate in. When heat starts you must stay in your car. Do not leave your car unless you are told to do so by an official or the last car has stopped.
5. Registration opens at 12:00 noon No car in infield before 12:00 noon without permission. Pre-entries must be checked in by 5:00 p.m. Inspection is 1:00 pm to 6:25 p.m. Drivers meeting 6:30 p.m. You will shut car off and get out when being inspected. Each car allowed one time through inspection and once for recheck. No third time. Any changes made after passing inspection car will be disqualified. You have 30 minutes to get through inspection after enter pit, unless exceed 6:15 p.m. Then you must pass at that time and there will be no recheck. Cars will be cut off at 6:15 p.m. to enter pit. Twenty-minute time limit on heats, if time exceeds will draw. Thirty-second-time limitation on hit. If stopped for sandbagging and driver warned, hit time is reduced to 15 seconds. Deliberate hitting of driver's door or any door open or unsafe, car will be disqualified. Officials reserve the right to inspect any and all cars entered at any time.
6. If an emergency arises during any event, all cars will be stopped. If any car or cars must be moved, the heat will "restart" from present position.
7. All drivers are required to fill out an entry form. Derby

officials may accept or reject any and all entries. Heats and features will be determined by entries. All drivers must supply their own cars and may enter as many heats as they wish.

However, if driver makes feature, that car will run feature and any other cars will be withdrawn from any further heats.

**REMOVAL OF CARS** All cars participating in the Derby must be removed from the fairgrounds within 4 hours after the show is over. Car owner or driver that can't supply proof of removal will be required a deposit and title that will be returned after car is removed. Any cars left, or any other parts Fairboard or official will have them removed, and driver will be responsible for removal fees.

**Full-size Trucks, Compact Trucks, Minivan - (Williams County Rules):**

1. Mini Vans: Window vans only. Engines must be stock, no 4-wheel drives. No V8 engines.
2. Small pickups: S10, Rangers, Blazers, Dakotas, Durango etc. Engines must be stock, no 4-wheel drives, No V8 engines.
3. All trucks (full size & small pickups) may have 4" washers on bed and 4 bolts through cab. You may also weld bed to cab. 4- wheel drives must remove one drive shaft. Front and rear frame rails must be level. This will be strictly enforced. Gas tank protectors are permitted no higher than bed & no longer than 26". May only have one driveshaft if equipped with 4-wheel drive.
4. No trailer hitches or reinforcements.
5. Safety belts, approved safety helmets, eye protection, long sleeved shirt and pants are MANDATORY. Fire suit, coveralls, neck brace and fire extinguishers are encouraged.
6. Original gas tank is to be removed (MANDATORY). Recommended type of tank to be used - boat tank, motorcycle tank, homemade tank, plastic tanks in steel. No tank to hold more than 5-6 gallons. To be placed in back seat area or front of bed. Must be covered with non-flammable material and must be securely fastened. Electric fuel pump must have wire braided fuel line or fuel line in hose, marked shut off switch. Note: spillage of gas is automatically disqualified.
7. Batteries must be moved to any reasonable position in the truck; limited 2. Must be securely fastened and covered with a rubber or canvas. Trucks must have brakes before beginning of heat.

8. Cutting fenders and bumpers for wheel clearance and/or restriction of steering is permissible. If rear quarter panels are cut, the inner & outer sheet metal may be bolted together using four bolts per side (3/8-in. max) or rolled, but not both.
9. It is recommended the driver's door be reinforced with steel bar, angle iron or pipe. Length not to extend more than 8 inches on either end of driver door.
10. May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4-inches wide. Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. A roll over bar is permitted, may only be attached to cage bars and the roof. Side bars may be maximum of 60-in. long.
11. No chaining up or down any suspension, no welding to any spring or spring support, no shock springs, no air shocks or altered shackles. This will be strictly enforced. No more than 4 leaf clamps per side and can't exceed 2" wide. Leafs must be factory stock. Bumper height must be no lower than 16" and no higher than 24" from the bottom of the bumper.
12. Both front doors must be painted white and no advertising. Number will be painted when vehicle passes inspection. All doors and tailgates must be fastened shut by wire, straps, chain or welding. NO straps on top of door frames. Only wire or chain can be positioned in four locations with washers maximum 2" O.D. welded to hood area providing it is attached to adjacent sheet metal only. Wiring seats to door and roof is permitted. Wire through side door window opening is permitted. A single strap, chain or wire MUST be placed in windshield area to prevent hood from entering driver's compartment. No other wire accepted.
13. Must have 12" hole in hood on each side of engine for fire protection. No hole in hood above fan. Hood must be opened for inspection and have stock hinges.
14. All glass including windshield, headlights, taillights, mirrors, door handles, chrome, ornaments, any protruding sharp parts, upholstery, except driver's seat, must be removed and is mandatory. All must be done before arriving and must be swept clean of all dirt and loose pieces.
15. No body mount modification, mounts must remain

- original and have a rubber mount and stock bolt size. Cowl and firewall must be factory stock. May have a hole in firewall for distributor. All holes must be covered with rubber, tin or steel, including sun roofs. No undercoating or painting of frame or underbody. Must be clean. No tucking of quarter panels - body must be stock.
16. Engine may be set back 1 1/2 inches from stock, no more. No distributor protectors permitted; engine cradles fastened to cross member only. Radiator must remain in original position. Transmission cooler is permitted, but only if they are secured inside the engine compartment. May have positive traction and floor shifter, but no excess hole or rear end bracing. Air cleaner is mandatory.
  17. Absolutely no dry ice or flammable devices allowed in vehicle.
  18. Entrants are encouraged to decorate their car. This is a family show and you will show good taste.
  19. No antifreeze - water only - no draining on the ground, must be in container. Refrigerant coolant must be removed.
  20. D.O.T. Tires on drive wheels and stock rims may have welded center support and no wheel weights. No grooving or tractor style recaps. No studs in the tires.
  21. Any factory bumper may be used or a 4x4x1/4" square tubing. Front & rear bumpers must be mounted in one of the following two methods.
    - a. Hardnosed/Welded directly to frame. No internal bumper shocks or external shocks/brackets may be used in this method. A maximum 8x8x1/4-in. plate can be welded to cap the end of the frame. Bumper is welded to frame or 8x8x1/4-in. plate.
    - b. Bumpers may be welded to the bumper shock that is factory to THAT vehicle. Bumper shock may be welded to prevent separating and welded to frame. If collapsed, there must be at 1-in. gap between the bumper and frame. Bumper shock may not be relocated or slide into/along the frame. Must be bolted in the factory position.
  22. All trucks must be stock except where rules apply.

Rules for "FWD WINDSHIELD", "ANY YEAR NO PROTECTOR" and "FULL-SIZE CAR ENGINE SWAP"

Classes May be found at Fair Derby Website.

[www.FairDerby.com](http://www.FairDerby.com)



## **FAIR DEMOLITION DERBY RULES & REGULATIONS – 2022**

### **FWD WINDSHIELD CLASS**

**General: All entrants must be 18 years or older. Neither Fair Derby, Fair-board Committee, Committee Members, law enforcement, EMS, Fire Department or any associated members will be held responsible for any bodily injuries or damage of cars, participants, spectators, mechanics, or car owners.**

Any protest must be done 10 minutes prior to 1<sup>st</sup> heat by a driver of that class. A protest fee of \$150.00 must be paid before action. The protestor will choose two spots to be re-inspected, scoped and/or drilled as necessary. All winning cars may be re-inspected after heat or feature to confirm car is legal. If caught cheating the driver(s) will forfeit any entry fee, prize money, or trophy. Derby officials' decision is final.

Drivers must wear a crash helmet with shield or eye protection, long sleeve shirt, pants and closed toe shoes. All cars must have a seat belt and working brakes before inspection.

**IF CAUGHT WITH HIDDEN REINFORCEMENTS, STEEL, PLATE, TUBING ON OR INSIDE THE FRAME, THAT CAR WILL BE DISQUALIFIED FOR SAID EVENT AND ONLY PERMITTED TO RETURN ONCE 100% OF PLATE AND WELDS ARE REMOVED.**

#### **ACCEPTABLE CARS:**

- Any FWD (front wheel drive) mid-size and smaller cars permitted. No full-size models permitted.
- Maximum wheelbase is 111-inches.
- Maximum 6-cylinder engine (factory equipped, no engine swaps).
- No full-framed cars. Subframe or Unibody only.

#### **VEHICLE PREPARATION:**

- All glass must be removed, EXCEPT the windshield. The windshield may remain in-place.
- All plastic bumper covers, mirrors, headlights and taillights MUST be removed.
- ALL airbags must be removed or disconnected.
- Interior carpet, plastic moldings, front passenger and rear seats MUST be removed.
- All cars must be swept clean of debris and glass.
- All anti-freeze must be drained from the radiator. Water only.

#### **INTERIOR:**

- Battery may be relocated into the driver's compartment. (This is preferred). If relocated, battery must be securely fastened (BOLTED) to the floor. Only one battery permitted. All battery types must be covered.
- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4-inches wide. Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. No part of the 4-point cage may extend further than 6-in. past the driver's door seam. Side bars maximum length is 60-inches. Anything past will be cut off or relocated. No down bars or kickers in any direction. No parts may be attached or touch the floor.
- A gas tank "HOLDER" is permitted. May be up to 24-in. wide. The holder may be attached to the rear cage bar and must be 5-in. away from ALL sheet metal. If attached to floor, must be 5-in. away from all cage bars.

Direct questions to: BILL MARETT @ 419-681-6121 or BRANDON HAULER @ 419-681-1459

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**FAIR DEMOLITION DERBY RULES & REGULATIONS – 2022**  
**FWD WINDSHIELD CLASS**

**EXTERIOR:**

- All doors **MUST** be secured. Doors may be bolted, chained or wired in (6) locations per door. Two-door models can have (8) locations per door. If a door becomes open during competition, that car will be **DISQUALIFIED**.
- Only the driver's door may be fully welded using a 3-in. wide strap. Driver's door may be plated/reinforced but may not extend more than 3-in. past driver's door seams. Only the top of the driver's door panel may be welded.
- The trunk/tailgate/hatch may be wired, chained or bolted shut in (8) locations. Must remain in **ORIGINAL** position. No V-ing, U-ing, or wedging of the trunk deck. An 8x8-in. inspection hole must be placed in the center of trunk lids. Trunk may be folded in a 90-degree angle, folded section may not be attached to the floor.
- The hood may be wired, chained or bolted shut in (6) locations. The hood latch **MUST** be removed. An 8x8-in. hole must be placed in the hood, over the engine.
- Hood/Trunk/Doors: May only be attached to adjacent sheet metal. May not be attached to floor or frame. Maximum bolt size is ½-in. A 3-in. washer(s) or 2x2x2-in. angle may be welded to sheet metal for wiring/bolting purposes.
- Up to (10), 3/8-in. bolts may be used in the hood and trunk surrounding the inspection holes.
- Body panels may be pinged/creased. Quarter panels must remain stock height.
- If windshield is removed, a vertical bar, strap, chain or wire **MUST** be provided in the windshield area.
- Stock/Factory passenger car wheels and tires only. Tires must be DOT-Approved. No skid steer, industrial, forklift or tractor type tires. Spare donut tires/wheels permitted. No weld-in wheel centers or wheel reinforcements permitted. A simple valve-stem protector is permitted. All wheel weights must be removed. Doubled tires and tubes permitted.
- Absolutely no modifications to the suspension permitted.
- **REAR BUMPER:** Factory bumpers for **THAT** car only. If a car was originally equipped with a plastic, aluminum or fiberglass bumper, it may be replaced with a comparable steel bumper.
- **FRONT BUMPER:** Factory bumper as described above **OR** a maximum 4x4x1/4-in. steel tubing may be used. No angling, bending or sharp edges permitted. Must be **FLAT** and **STRAIGHT ACROSS**. **May be no wider than the center-line of the front tires.**
- Bumpers may be bolted, chained, wired or welded to frame. No modifications to the bumper brackets or shocks. Bumper may be hardnosed to frame. Frames may be squared-off to assist in mounting the bumper. (2) 4x4x1/4-in. plates per side (4 per car) can be used to assist in mounting front bumper to frame. Plates must connect to bumper. No chrome-style bumpers.
- May notch or dimple frame sections. No pre-bending. No modifying sub-frame or engine mounts.

**FUEL SYSTEMS:**

- The factory fuel tank may remain in the original position. The entire tank **MUST** be located **IN-FRONT** of the rear axle.
- May only have ¼ tank of fuel if utilizing the factory fuel tank.
- An aftermarket fuel cell, boat tank, or custom metal tank is **HIGHLY RECOMMENDED**. Must be covered and securely fastened (**BOLTED**) before inspection. **NO PLASTIC TANKS** or stock tanks inside the car. No leaking gas.
- If a fuel cell is utilized, the original tank must be removed or completely drained of fuel.
- Plumber's tape, self-tapping screws, silicone, JB weld, caulk are **NOT ACCEPTABLE** for mounting or sealing fuel systems. Cars leaking fuel or unsecured fuel systems will not be permitted to run. No refund of entry fee or admission will be granted.

**DO NOT SHORTCUT ON THE FUEL SYSTEMS.**

Direct questions to: **BILL MARETT @ 419-681-6121** or **BRANDON HAULER @ 419-681-1459**

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**FAIR DEMOLITION DERBY RULES & REGULATIONS – 2022**  
**FWD WINDSHIELD CLASS**

**EXTRAS:**

- Headers are permitted.
- Simplified wiring harnesses are permitted.
- Switch boxes, ON/OFF switches and push buttons are permitted.
- May relocate electrical components but must remain under the hood. Spray foam around the computer is permitted AFTER inspection.
- Aftermarket shifters are NOT permitted.

**FIX-IT-PLATES:**

- Fix-it-plates will be allowed on pre-ran cars only. Must have visible and significant damage. A pre-ran car should not and will not be harder than a fresh car. If no damage is visible, the plate may be removed (official's decision).
- May have (2) fix-it-plates per side, IF NEEDED. Plates to be no larger than 4x4x1/4-in. There must be a 1-in. gap between adjacent fix-it-plates and associated welds. Must be a 1-in. gap between any fix-it-plate and the 4x4-in. bumper mounting plates.
- Must be welded on the outside of the frame with a single 1/4-in. wide weld.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run.
- Rust may be repaired. Remove the rusted areas, replace with same thickness material. 1/2-in overlap on frame. 2-in. overlap on body. If additional repairs are needed, please call for clarification.

**NO OTHER PHYSICAL/BUILD MODIFICATIONS PERMITTED.**  
**IF NOT SPECIFICALLY LISTED ABOVE, IT IS NOT PERMITTED.**

**ALL ENTRIES WILL HAVE 2 CHANCES FOR RE-INSPECTION.**  
**IF YOU DO NOT FULLY CUT/MODIFY AS INSTRUCTED, YOU WILL BE CHARGED ANOTHER**  
**ENTRY FEE.**  
**DO NOT PLAY GAMES. IF YOU WASTE OUR TIME, IT WILL COST YOU \$\$\$\$**



## FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

### Old School – Engine Swap Class

**General:** All entrants must be 18 years or older. Neither Fair Derby, Fair-board Committee, Committee Members, law enforcement, EMS, Fire Department or any associated members will be held responsible for any bodily injuries or damage of cars, participants, spectators, mechanics, or car owners.

A protest must be done 10 minutes prior to 1<sup>st</sup> heat by a driver of that class. A fee of \$150.00 must be paid before action. The protestor will choose two spots to be re-inspected, scoped and/or drilled as necessary.

All winning cars may be re-inspected after heat or feature to confirm car is legal. If caught cheating the driver(s) will forfeit any entry fee, prize money, or trophy. Derby officials' decision is final.

Drivers must wear a crash helmet with shield or eye protection, long sleeve shirt, pants and closed toe shoes.

All cars must have a seat belt and working brakes before inspection.

**Car Qualifications:** Any year car (except 1973 and older imperials and GM clamshell/roundback wagons).

**Note:** Some events may be limited to 1980's and newer vehicles only. No checker cabs. Select 1977 & Newer models may be permitted if that same model/generation/platform was manufactured in 1980.

IF CAUGHT WITH HIDDEN REINFORCEMENTS, STEEL, PLATE, TUBING ON OR INSIDE THE FRAME, THAT CAR WILL BE DISQUALIFIED FOR SAID EVENT AND ONLY PERMITTED TO RETURN ONCE 100% OF PLATE AND WELDS ARE REMOVED.

#### DRIVETRAIN:

- Engine swap permitted. Any make, model, build and size engine permitted in any car.
- Engines must be mounted using factory style, automotive engine mounts. No demolition derby aftermarket engine mounts permitted. Engine/transmission mounts may be welded, bolted, chained or wired to prevent tearing apart. Must be mounted to respective K-member/crossmember only. If swapping engine into a 03 and newer ford, the engine must be mounted to the aluminum cradle only.
- No engine cradles, distributor or transmission protectors of any type. If running a "built" engine, there is a risk of breaking the block. No engine cradles, regardless if one or more mounting bolts are broken.
- Exhaust headers/stacks are permitted. Electrical components may be replaced with mechanical. (Fuel injection may be replaced with carburetor).
- Transmission braces, aftermarket bellhousings (steel or aluminum), aftermarket tail shafts, or skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- Maximum 2x2-in. transmission cross member or stock cross member must be used. Fabricated cross members must run straight across frame. A mounting bracket can be welded to frame, not to exceed 6-in. maximum length and must be located within 6-inch of original position.
- The FACTORY STOCK rearend for that car must be used. May weld rearend to obtain posi-traction. Do not swap or reinforce rearend housing. No aftermarket axles.
- No Ford 9", Chrysler 8 ¾, GM 10 or 12 bolt rear-ends with bolt in axles in metric cars (80's and newer).
- A one-piece driveshaft must be used, no sliding/telescoping driveshafts.
- No aftermarket transmission or engine coolers. If factory equipped, coolers must remain under the hood.

#### GAS TANK & BATTERY

- Battery must be relocated into the driver's compartment. Must be securely fastened & covered BEFORE inspection. May be mounted to cage OR floor. Holder may not strengthen car in and way.
- PLASTIC FUEL TANKS ARE NOT ACCEPTABLE. All stock gas tanks MUST be removed from car.
- A metal gas can, boat tank, propane tank, fuel cell may be used. Must be located in the back-seat area. All gas tanks must be sealed and vented to outside of vehicle. Electric fuel pump may be used, must have an "on & off" switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

Direct questions to: BILL MARETT @ 419-681-6121 or BRANDON HAULER @ 419-681-1459

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## FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

### Old School – Engine Swap Class

#### BODY:

- No replacing of body mounts or bolts. If a body mount is rusted out, it may be repaired back to stock using stock hardware OR (2) strands of 9-wire may be wrapped around the frame and body, in a single location, no more than 6-in. away from original mount. No additional body mounts permitted. **The radiator core support mount may be replaced with like materials (rubber mount, ½-in. bolt, with no additional spacers permitted).** GM cars may replace the body alignment mount, above the rearend, with a 1/2-in. bolt and 3-in. washer.
- Body panels may be pinged, creased, or hammered. No doubling of body panels. May use (4) 1/2-in. bolts and standard washers in each fender/quarter.
- Doors may be bolted, chained, wired or welded in only (6) locations per door. Two-door models can have (8) locations per door. If welded, plates can be a maximum of 4x4x1/4-in. Only the driver's door may be fully welded. Driver's door may be plated, may not extend more than 3-in. past driver's door seams. Only the top of the driver's door panel may be welded.
- Trunk/tailgate may be bolted, chained, wired or welded to adjacent sheet metal in (12) locations. If welded, plates may be a maximum of 4x4x1/4-in.
- Trunk/tailgate must remain in ORIGINAL position. No V-ing, U-ing, or wedging of the trunk deck or quarter-panels. Trunk may be folded in a 90-degree angle, folded section may not be welded or attached to trunk floor. Quarter panels must remain at stock height.
- Caddy-style half trunks are permitted. Quarter panels can be cut loose and folded inward. Decklid may be folded downward. Decklid may be welded to quarter panels only. Quarter panels may not be re-attach to the floor.
- Pre-ran station wagons may be sedagon. **Roof must remain at or above the factory quarter panel height.** May attach roof to quarter panels/tailgate in 8 locations with two strands of 9 wire per location.
- Must use the stock trunk deck/tailgate for that car. Aluminum units may be replaced with steel version. May not use a hood in place of a trunk deck. Older body style trunks may not be used on newer body style cars.
- The hood must be wired, chained or bolted. May be secured in (6) locations. A 2x2x2x¼-in. angle can be welded to hood and fenders for bolting purposes. A 3-inch washer may be welded to sheet metal for wiring purposes.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over carburetor. (10) 3/8-in. bolts are permitted in the hood and trunk deck to bolt the skins back together around holes. No welding of inner and outer panels.
- An air conditioning condenser OR sheet metal, metal mesh, expanded metal, or similar (1/8-in. THICK MAX) may be **BOLTED** across the front of the core support to help hold radiator in place. May be no wider than the inside of frame rails. ANYTHING THICKER THAN 1/8-in. WILL BE REMOVED. No other metal may be added onto, inside or across the core support.
- No inner body seam welding for any reason.
- Must have one front window strap, chain, wire to prevent hood from entering driver's compartment. Can only attach to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2-in. wide x ¼-in. strap.
- No rear window bars permitted.

#### TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are allowed
- No deep lug tractor treads (V-treads), due to safety concerns. (Flying chunks of dirt/mud/debris).
- Stock automotive wheels only. Small multi-lug wheel centers, valve steam protectors and a lip/bead stiffener (max. 1-in. wide) are permitted.
- Full wheel centers, wheel protectors, bead locks (inner or outer) are NOT permitted.

Direct questions to: BILL MARETT @ 419-681-6121 or BRANDON HAULER @ 419-681-1459

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## FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

### Old School – Engine Swap Class

#### FRAME, SUSPENSION & STEERING:

- Front upper a-arms may be welded to set the front suspension height. A-arms may be welded to the frame using (2) plates per upper a-arm. (4 plates per vehicle). Maximum plate size is 2x4x1/4-in. No reinforcing of the a-arms.
- Lower A-arms may not be welded to frame. No tubing or all-thread shocks permitted.
- Rear suspension may NOT be solid. May swap coil springs but must have travel and move easily by force of hand. If rear of car does not bounce easily by pushing on it with one hand, the car will not be permitted to run. Bottom of rear bumper & frame must be at least 15-in. off ground
- Must run stock suspension components. Original A-arms, leaf springs, spindles, hubs, ball joints, control arms, shock absorbers, etc.
- Leaf spring cars must have factory/original leaf pack. No inverting of leaf springs or stiffeners. May have a total of (3) clamps per side. Maximum clamp size is 2-in. wide X 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts.
- Must run factory original steering components (center link, tie rods, steering box, idler arm, steering column, etc.). No reinforcing or aftermarket tie rods. The bottom rag joint at the steering box may be eliminated or replaced.
- May cut/notch/dimple the rear frame rails to help roll. No pre-bending.
- Front sway bars may only be attached using the factory brackets/mounts. No welding or relocating.
- Frames may be squared off to mount bumper. Frames may NOT be shortened past the very front side of the original front core support **mount, plate or bracket**. (Lincoln/Mercury frames may be shortened to same length as Crown Victoria frames). No relocating core support frame mounts. No shortening of the rear frame rails.
- FRAME MUST BE 100% STOCK. Plating, tilting, cold-bending, seam welding, adding of metal to the inside or outside of frame, hammering or reshaping of frame (front or rear) is NOT permitted, other than what is specifically stated above.

#### DRIVER'S COMPARTMENT:

- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4-inches wide. Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. A roll over bar is permitted, may only be attached to the cage and roof. Side bars may be a maximum of 60-in. long.
- No part of the side bars, rear bar or roll over bar may extend further than 4-in. past the very front edge of where the driveshaft tunnel meets the rear seat area. Anything past will be cut off or relocated, including roll over bar.
- A gas tank holder is permitted, maximum of 24-in. wide. Gas tank holder shall be attached to rear cage bar OR floor. Must be 5-inches from all sheet metal. If the gas tank holder is mounted to the floor, must be a 5-inch separation between all cage components. Gas tank holders may not be attached, welded or bolted to any part of the frame **or roll over bar**.
- Cage materials, gas tank holder, plates and associated gussets may NOT be attached to floor or frame. No down bars or kickers in any direction.
- Aftermarket shifters are permitted.
- Aftermarket, home-made, cage or floor mounted gas pedals and brake pedals are NOT permitted.

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## FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

### Old School – Engine Swap Class

#### BUMPER:

- Any year factory automotive bumper may be used on front & rear.
- Manufactured bumpers are permitted. A manufactured bumper is defined as a bumper equivalent to a factory passenger car bumper. Must meet the following dimensions and requirements.
  - Maximum total height of 8-in. and a maximum total thickness (front to back) of 10-in. No sharp points or edges. The center point must be tapered over 24-in. Maximum 1/4-in. material thickness. Must be able to see into all sections.
  - A straight/flat/hollow piece of tubing or heavy flat equivalent. Maximum dimensions of 6 x 4-in. by 1/4-in. thick.
- Front & rear bumpers must be mounted in one of the following two methods.
  - Option 1:** Hardnosed. NO internal bumper shocks or external shocks/brackets may be used in this method. A maximum 8x8x1/4-in. plate can be welded to cap the end of the frame. Bumper is welded directly to frame or to the 8x8x1/4-in. plate. The plate must be located between bumper and frame.
  - Option 2:** Bumper may be welded to the bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. If collapsed, the back of bumper must be at least 2-in. from the end of the frame. Bumper shock may not be relocated or slide further back into/along the frame. No welding or plug welding of the bumper shock to the sides of the frame. Must be bolted in the factory position using factory hardware. Unibody Chrysler cars can weld the first 2-inches of the bumper shock to the side of the frame.
- NO LOADED BUMPERS. Absolutely no adding of ANY metal to the bumper. Do not cover/plate any of the vent holes or turn signal holes. No modifications to the bumper, shocks or brackets are permitted.
- Bumpers may be seam welded. External seams only. Absolutely no welding permitted inside of the bumper.
- Ends of the bumpers may be trimmed & capped (1/4-in. thickness max) or folded & welded. Must be able to see into the ends of the bumpers. A 2X2-in. hole must be cut into ends of the bumper for inspection purposes.

#### FIX-IT-PLATES:

- Fix-it-plates will be allowed on pre-ran cars only. Must have visible and significant damage. A pre-ran car should not and will not be harder than a fresh car. If no damage is visible, the plate may be removed (official's decision).
- May have (2) fix-it-plates per side, IF NEEDED. Plates to be no larger than 4x4x1/4-in. There must be a 1-in. gap between adjacent fix-it-plates and associated welds. Must be a 1-in. gap between any fix-it-

- Must be welded on the outside of the frame with a single ¼-in. wide weld.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run.
- Rust may be repaired. Remove the rusted areas, replace with same thickness material. ½-in overlap on frame. 2-in. overlap on body. If additional repairs are needed, please call for clarification.

**ALL ENTRIES WILL HAVE 2 CHANCES FOR RE-INSPECTION.  
IF YOU DO NOT FULLY CUT/MODIFY AS INSTRUCTED, YOU WILL BE CHARGED ANOTHER  
ENTRY FEE.  
DO NOT PLAY GAMES. IF YOU WASTE OUR TIME IT WILL COST YOU \$\$\$\$**

Direct questions to: BILL MARETT @ 419-681-6121 or BRANDON HAULER @ 419-681-1459

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## FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

### FULLSIZE CAR - NO PROTECTOR

**General:** All entrants must be 18 years or older. Neither Fair Derby or associates, Fair-board Committee, Committee Members, law enforcement, EMS, Fire Department or any associated members will be held responsible for any bodily injuries or damage of cars, participants, spectators, mechanics, or car owners.

A protest must be done 10 minutes prior to 1<sup>st</sup> heat by a driver of that class. A fee of \$150.00 must be paid before action. The protestor will choose two spots to be re-inspected, scoped and/or drilled as necessary.

All winning cars may be re-inspected after heat or feature to confirm car is legal. If caught cheating the driver(s) will forfeit any entry fee, prize money, or trophy. Derby officials' decision is final.

Drivers must wear a crash helmet with shield or eye protection, long sleeve shirt, pants and closed toe shoes.

All cars must have a seat belt and working brakes before inspection.

**CAR QUALIFICATIONS:** Any year car permitted, except for 1973 and older imperials. No checker cabs or limousines.

IF CAUGHT PLATING OR LOADING THE FRAME, THAT CAR WILL BE DISQUALIFIED FOR THAT EVENT AND ONLY PERMITTED TO RETURN ONCE 100% OF PLATE AND WELDS HAVE BEEN REMOVED.

#### ENGINE:

- Full engine cradles, distributor protectors, header protectors, carburetor protectors, belly bars, mid-engine plates, skid-plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- A lower/front engine cradle, pulley protector and transmission adapter plates are permitted. Components may not reinforce or strengthen the car in any way. Must be a 1-in. separation between pulley protector and sway bar. Transmission adapter plate may be a maximum of 3-in. larger than the bellhousing.
- Engine swaps are permitted (Ford to GM, GM to Chrysler, etc.). Engines must be mounted to the factory K-member/cradle only. Aftermarket and heavy-duty engine mounts are permitted.
- May weld, wire, bolt or chain the engine mounts to the K-member only. No chains to frame rails.
- 2003 and newer fords may have a fabricated engine mount on each frame rail. The fabricated mounts may have a maximum length of 6-in. along the frame. Maximum material thickness is 1/4-inch. The fabricated mounts may only be attached/welded to a single side of the frame (inside, top OR bottom). The fabricated mounts on the driver and passenger sides of the frame may NOT connect to each other and must be separated by at least 4-inches. The fabricated mounts may only be attached to the factory aluminum cradle engine mounts holes. The factory aluminum cradle must remain in factory location and may NOT be reinforced or strengthened in any way. No adding of any metal or aluminum to, or around the factory cradle other than specified above.
- Some simple bolt-on engine cradles (SMW) may be allowed, contact Fair Derby for clarification.

#### TRANSMISSION:

- Aftermarket shifters and transmission coolers ARE permitted. Cooler boxes and fans may be bolted to body OR cage (not both). Cooler lines and cooler must be covered to protect driver from rupture.
- Cooler boxes and fans may not be connected to any of the body bolts or associated hardware. May not be used to strengthen car, body or body mount locations in any way.
- Slider/telescoping driveshafts ARE permitted.
- Transmission protectors, transmission braces, belly bars, aftermarket tail shafts, or skid plates are NOT permitted. Oil pans may be plated but must remain within 1-in. of original size.
- Aftermarket aluminum bellhousings are permitted. May ONLY be attached to the transmission through the front oil pump bolts. Bellhousing may not be attached to the oil pan in anyway and must have 1/2-in. separation. No additional mounts, brackets or attachments. This is to help with broken bellhousings, not to strengthen the car. If caught with additional brackets or hidden fasteners, the car will be disqualified.
- Maximum 2x2-in. transmission cross member or stock cross member may be used. Fabricated cross members must run straight across frame. A mounting bracket (maximum 3x3-in. angle) can be welded to frame, not to exceed 6-in. maximum length and must be located within 6-inch of original position.

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## FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

### FULLSIZE CAR - NO PROTECTOR

#### REAR-END:

- Any factory 8-lug or 5-lug rear-end housing is permitted. Pinion brakes are permitted. A bridge to mount upper trailing arm mounts and/or pinion brake may be welded to the rearend. Internals and axles may be upgraded.
- A factory 5-lug, passenger car rearend, may have housing reinforcements. No axle savers permitted.
- Factory 8-lug housings must remain stock. No reinforcements permitted. No axle savers permitted.
- Stock-like trailing arm brackets and coil spring perches may be welded onto a non-coil spring rearend for mounting purposes only.
- 98 and newer FORDS may change watts rearend brackets. Watts conversion brackets are permitted. Lower trailing arm frame mounts may be no larger than 4x4x4-in. welded to the inside (side) of frame. Upper conversion brackets may only attach to package tray of frame and may not be bolted to the body or attached to the frame rails in any way. Brackets must be 3-in. away from frame rails.
- Trailing arms may be reinforced or 2x2-in. square tubing.

#### FRAME, SUSPENSION & STEERING:

- 2003 and newer fords are permitted. Must have factory (to that car) front a-arms, aluminum cradle, steering rack and pinion, brackets and hardware. The aluminum spindles may be changed to another 80's and newer, passenger car spindle. To do this, ball joints may need to be changed. Follow rules below.
- No aftermarket, low friction or screw-in style ball joints permitted. Must be an OEM stock or stock equivalent 80's and newer part. Ball joints may be welded in place, attachment/adaptor of the ball joint to the a-arm may only be 1/2-in. larger than the ball joint.
- Front upper a-arms may be welded to set the front suspension height. A-arms may be welded to the frame using (2) plates per upper a-arm. (4 plates per vehicle). Maximum plate size is 2x4x1/4-in. No reinforcing of the a-arms.
- Lower A-arms may not be welded to frame. No tubing or all-thread shocks permitted.
- Must run factory passenger car front suspension and steering components. No aftermarket or reinforced spindles, wheel hubs, a-arms, tie-rods, center link or ball joints.
- Aftermarket steering columns ARE permitted. Aftermarket tie-rod ends, bodies and heim joints are NOT permitted. Steering components must be factory passenger car components. No truck components.
- You may cut/notch/dimple the rear frame rails to help roll. Notched areas may NOT be rewelded.
- Frames may be squared off to mount bumper. Frames may NOT be shortened past the very front **edge of the ORIGINAL front core support mount/plate/bracket**. (Lincoln/Mercury frames may be shortened to same length as Crown Victoria frames). No relocating core support frame mounts. No shortening of the rear frame rails.
- Rear suspension may be solid. Maximum 1-in. all-thread OR 2x2 tubing may be used to set rearend height. Pieces must be straight and vertical. Must be installed at factory coil spring OR factory shock absorber location. No re-enforcing the rearend or frame. Maximum 3-in. washer/plate for attachment to rearend and package tray.
- A chain may be attached between the humps to prevent rear frame rails from hitting tires. A single chain link or bracket may be attached/welded/bolted to frame on each side. Attachment area may not exceed 2x2-in. to frame.
- Bottom of rear bumper & frame must be at least **13-in.** off ground.
- Front sway bars may only be attached using the factory brackets/mounts. May be bolted to the lower a-arm. No welding or relocating permitted. Sway bar must be a minimum of 1-in. from engine cradle/pulley protector.
- All cars (EXCEPT 2003 and newer fords/Lincoln/mercury) may be tilted or cold bent in a single location.
- Leaf spring cars must have factory/original leaf pack. No inverting of leaf springs or stiffeners. May have a total of (3) clamps per side. Maximum clamp size is 2-in. wide X 1/4-inch thick. No modifications to the hangers, shackles, or frame mounts. No built leaf spring packs.
- A hump plate, above the rear-end is permitted. Must run straight across the hump (not contoured). Must be welded to the outside (side) of frame. Hump plates may be 20x6x1/4-in. on all Fords and 24x6x1/4-in. on GMs and Chryslers. Hump plate must be centered within the hump (front to back) and must be at least 2-in. away from rear-end and any associated brackets. Hump plate may not be connected to the body.
- All GM cars may weld the top seam of frame from the very front edge of the upper a-arm bracket to the front bumper. A single pass of weld, no wider than 1/2-in. wide.
- FRAME MUST BE 100% STOCK. Plating, seam welding, adding of metal to the inside or outside of frame, hammering or reshaping of frame (front or rear) is NOT permitted. Other than what is specifically stated above.

Direct questions to: BILL MARETT @ 419-681-6121 or BRANDON HAULER @ 419-681-1459

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## FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

### FULLSIZE CAR - NO PROTECTOR

#### BODY:

- Body swap is permitted. No crossing between old iron and 80's. Body panels may be pinged, creased, or hammered. No doubling of body panels. May use (4) 1/2-in. bolts and standard washers in each fender/quarter.
- Body bolts may be replaced with 1/2-in. bolts. A 3-in. washer, 1/4-in. thick, may be welded to top of frame at body mount locations to reduce hole size. Body may be bolted to topside of frame only. Max 3-in. body washers.
- Factory rubber body mounts, hockey pucks or similar rubber material must be used at each body mount location. If additional body spacing is required for engine/transmission/fan clearance, steel spacers may be used at firewall, but must include a rubber mount. No welding of spacers to frame.
- Core support risers ARE permitted. Maximum 2x2-in. material and 10-in. tall. Must run straight up and down. Riser may be welded and/or bolted to original core support frame mount only. Core support riser must STOP at the bottom of core support. Riser may not be welded to core support. A rubber body mount is not required.
- Doors may be bolted, chained, wired or welded in only (6) locations per door. Two-door models can have (8) locations per door. If welded, plates can be a maximum of 4x4x1/4-in. Only the driver's door may be fully welded. Driver's door may be plated/reinforced but may not extend more than 3-in. past driver's door seams.
- Trunk may be bolted, chained, wired or welded to adjacent sheet metal in (12) locations. If welded, plates may be a maximum of 4x4x1/4-in. Quarter panels must remain at stock height. Trunk/tailgate may V-ed or dished a maximum of 6-in. (measured from stock quarter panel height). Rear half of deck lid/tailgate may be folded inside but may not be attached to anything.
- Caddy-style half trunks are permitted. Quarter panels can be cut loose and folded inward. Decklid may be folded downward. Decklid may be welded to quarter panels only. Quarter panels may be re-attach to the floor where cut, but counts against the 12 plates.
- Pre-ran station wagons may be sedagon. Roof must remain at or above the factory quarter panel height. May attach roof to quarter panels/tailgate in 8 locations with two strands of 9 wire per location.
- Must use the stock trunk deck/tailgate for that car. Aluminum units may be replaced with steel version. May not use a hood in place of a trunk deck. Older body style trunks may not be used on newer body style cars.
- An 8x8-in. inspection hole must be cut in the trunk deck and hood over carburetor. (10) 3/8-in. bolts are permitted in the hood and trunk deck to bolt the skins back together around holes. No welding of inner and outer panels.
- The hood must be wired, chained or bolted. May be secured in (6) locations. Two locations may go through the core support mount to the frame. Maximum 1-in. all-thread and 3-in. washers. A 2x2x2x1/4-in. angle can be welded to hood and fenders for bolting purposes.
- An air conditioning condenser OR sheet metal, metal mesh, expanded metal, or similar (1/8-in. THICK MAX) may be BOLTED across the front of the core support to help hold radiator in place. May be no wider than the inside of frame rails and no taller than height of core support. ANYTHING THICKER THAN 1/8-in. WILL BE REMOVED. No other metal may be added onto, inside or across the core support.
- No inner body seam welding for any reason. Only the top of the driver's door panel may be welded.
- Must have one front window bar, chain, wire to prevent hood from entering driver's compartment. Can only be attached to top of fire wall/dash bar and the first 6-in. of the roof. Maximum 2x2-in. material.
- May have one rear window bar, chain, or wire. Maximum 2x2-in. material. Must be 2-in. away from roof sign and all gas tank protector, cage and rollover bar materials. May only be attached to the SPEAKER DECK and first 6-in. of the roof. Mounting plates may be a maximum of 6x6x1/4-in. No part of the window bar or mounting plate may touch, attach or extend onto/over the trunk deck.
- 2003 radiator mount/core support and associated brackets may not be welded to the frame. Must be bolted in factory location. May use a one-piece core support (2002 and older) OR the 03 lower radiator bracket, NOT BOTH.

#### TIRES/WHEELS:

- Any rubber tire permitted. Wheel weights must be removed before inspection. Doubled tires are permitted.
- No deep lug tractor treads (V-treads), due to safety concerns. (Flying chunks of dirt/mud/debris).
- Stock automotive wheels only. Small multi-lug wheel centers, valve stem protectors and a lip/bead stiffener (max. 1-in. wide) are permitted.
- Full wheel centers, wheel protectors, bead locks (inner or outer) are NOT permitted.

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## FAIR DEMOLITION DERBY RULES & REGULATIONS 2022

### FULLSIZE CAR - NO PROTECTOR

#### DRIVERS COMPARTMENT:

- May have a 4-point cage around driver's compartment for safety. Maximum material dimension is 4-inches wide. Must be welded securely to sheet metal using a plate no larger than 8x8x1/4-in. A roll over bar is permitted, may only be attached to cage bars and the roof. Side bars may be maximum of 60-in. long.
- No part of the side bars, rear bar or roll over bar may extend further than 4-in. past the very front edge of where the driveshaft tunnel meets the rear seat area. Anything past will be cut off or relocated, including roll over bar.
- A gas tank protector is permitted, maximum of 32-in. wide. Gas tank protector shall be attached to rear cage bar OR floor. If the gas tank protector is mounted/attached to the floor, must be a 1-in. separation between all cage components. Gas tank protectors may not be attached, welded or bolted to any part of the frame. The gas tank protectors and halo may extend to the front edge of the package tray and speaker deck (no gap is required), may not modify the floor or speaker deck to extend gas tank protector past these points. All protector and halo components must be a minimum of 2-in. away from the rear window bar and roll over bar. **Gas tank protector/halo may not be attached to the rollover bar.**
- May have (2) down bars which attach the cage to the frame. Down bars may be a maximum 2x2x1/4-in. square tubing. Down bars may be located anywhere between the firewall and B-pillar. Down bars must be straight up and down, no angling or contouring. A maximum 6-in. long gusset is permitted at connection point of cage to down bar.
- Firewall may be cut-out for engine/distributor clearance. The top of firewall may be welded to the dash bar in two locations, using a straight piece of 2x2-in. tubing/angle/pipe. The metal must run straight up and down.
- Aftermarket brake/gas pedals ARE permitted. Must be 2-inches away from body mounts, plates and associated hardware. May not be used to strengthen car in any way. May be bolted to floor with maximum 3-in. washers.

#### BUMPER:

- Any year factory automotive bumper may be used on front & rear. Factory bumpers may be loaded on the inside and must have a front and back skin. Bumpers may be seam welded.
- Manufactured and homemade bumpers are permitted. Maximum total height of 8-in. and a maximum total thickness (very front to very back) of 10-in. No sharp points or edges. The center point and any point must be tapered over 24-in.
- Front & rear bumpers must be mounted in one of the following two methods.
  - Option 1:** Hardnosed. NO internal bumper shocks or external shocks/brackets may be used in this method. A maximum 8x8x1/4-in. plate can be welded to cap the end of the frame. Bumper is welded directly to frame or to the 8x8x1/4-in. plate. The plate must be located between bumper and frame.  
**(2) 4x4x1/4-in. plates per side (4 per car) can be used to assist in mounting the front bumper to frame. Plates must connect to bumper and may not replace the factory core support mounting bracket/plate.**
  - Option 2:** Bumper may be welded to the bumper shock that is factory to THAT car. Bumper shock may be welded to prevent separating. If collapsed, the back of bumper must be at least 2-in. from the end of the frame. Bumper shock may not be relocated or slide further back into/along the frame. No welding or plug welding of the bumper shock to the sides of the frame. Must be bolted in the factory position using factory hardware. Unibody Chrysler cars can weld the first 2-inches of the bumper shock to the side of the frame.

#### GAS TANK & BATTERY

- Battery must be relocated into the driver's compartment. Must be securely fastened & covered BEFORE inspection. May be mounted to cage OR floor. Holder may not strengthen car in and way.
- PLASTIC FUEL TANKS ARE NOT ACCEPTABLE. All stock gas tanks MUST be removed from car.
- A metal gas can, boat tank, propane tank, fuel cell may be used. Must be located in the back-seat area. All gas tanks must be sealed and vented to outside of vehicle. Electric fuel pump may be used, must have an "on & off" switch clearly marked on the dash.
- ALL FUEL TANKS MUST BE SECURELY FASTENED AND COVERED BEFORE INSPECTION.

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**FAIR DEMOLITION DERBY RULES & REGULATIONS 2022**  
**FULLSIZE CAR - NO PROTECTOR**

**FIX-IT-PLATES:**

- Fix-it-plates will be allowed on fresh and pre-ran cars. Plates to be no larger than 4x4x1/4-in. This applies to all shows.
- Fresh 2003 and newer Ford/Lincoln/Mercury may have (1) fix-it-plate per side (2 total).
- All other fresh and pre-ran cars may have (2) fix-it-plates per side (4 total).
- There must be a 1-in. gap between adjacent fix-it-plates and any associated welds. Must be a 1-in. gap between any fix-it-plate and the 4x4-in. bumper mounting plates.
- Must be welded on the outside of the frame with a single 1/4-in. wide weld.
- Any fix-it-plates larger in size or thickness will be trimmed to allowable size or removed completely to run.
- If the frame bends and another fix-it-plate is needed, one of the original fix-it-plates must be removed completely.
- Rust may be repaired. Remove the rusted areas, replace with same thickness material. 1/2-in overlap on frame. 2-in. overlap on body. Must prove rust. If additional repairs are needed, please call for clarification.

**ALL ENTRIES WILL HAVE 2 CHANCES FOR RE-INSPECTION.**

**IF YOU DO NOT FULLY CUT/MODIFY AS INSTRUCTED, YOU WILL BE CHARGED ANOTHER ENTRY FEE.**

**DO NOT PLAY GAMES. IF YOU WASTE OUR TIME IT WILL COST YOU \$\$\$\$**

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